

# THE BLOOMFIELD CITIZEN.

OL. XX. NO. 35.

BLOOMFIELD, N. J., SATURDAY, DECEMBER 28, 1901.

PRICE FIVE CENTS.

## MR. TRUESDALE.

WHY THE WATSESSING STATION SHOULD NOT BE MOVED.

Presented by a Committee of Citizens from this town and East Orange. The Arlington Avenue Station will be built. The fate of Watseessing station uncertain.

A committee of citizens from this town and East Orange who went to New York City on Friday of last week to interview President Truesdale in regard to the future location of the Watseessing station, and at the same time to enter a protest against moving it away from Watseessing Avenue, were successful in meeting the president of the railroad company, and were cordially received by him. The committee stated its mission and advanced its arguments against removing the station to Arlington Avenue. President Truesdale expressed surprise at the position against moving the station, and said that the committee had him at disadvantage, as he was not sufficiently familiar with the situation to make the matter. He named Monday noon at three o'clock for another interview.

The committee, armed with maps, photographs, and petitions signed by several hundred people, went to New York on Monday. On the occasion of this second visit Mr. Truesdale had him Chief Engineer McFarland and Superintendent Ketchum. The railroad officials admitted that the maps and facts were arguments against the moving of the station, but said their contemplated action had in view future development. The present Watseessing station, it was said, is badly located. Mr. McFarland, the company's engineer, said that the proposed moving of the Watseessing station was in line with policy the company had decided upon regarding all its stations. President Truesdale said that track elevation also entered into the matter. The citizens' committee pointed out to President Truesdale that the present Watseessing station had been in existence for half a century. Property values had been established by the presence of the station. The committee also pointed out that the moving of the station would cause a loss of business to the town of Bloomfield.

The fact that 90 per cent. of the commuters who travel to and from the Watseessing station had aligned the project of moving the station appeared to be in the opinion of that there was no question of any account against the moving of the station.

The Arlington Avenue station will be built, and there is a probability that the Glenwood Avenue station will be moved several hundred feet towards Watseessing.

The interview was without any definite promise on the part of the railroad officials to move the station in the matter until spring. Before any definite action was taken in regard to the present Watseessing station the committee would be notified and given another hearing.

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## Christmas at Westminster.

The Christmas service at the Westminster Presbyterian Church on Sunday evening the 23d inst., was largely attended. The main feature of the service was the singing of Dudley Buck's Christmas cantata, "The Coming of the King," by the choir of the church. Mr. Louis J. Minier, the organist and musical director in Westminster Church, and under whose conductors the choir rehearsed the cantata is deserving of unstinted praise for the efficient manner in which the cantata was rendered.

The cantata offered many opportunities for fine solo work and these parts were well sustained by Miss Caroline M. Polhamus, soprano; Miss E. Cecilia Winter, alto; Mr. Royal Fish, tenor, and Mr. Millard Roubaud, bass. The alto solo "The Virgin's Lullaby" was one of the gems of the evening's music, owing to the sweet effectiveness of its rendition. The opening soprano solo "Arise, oh Jerusalem," was another fine piece of work. The chorus work was highly creditable, and amply met all requirements in tone and vigor, in light and shade. One praiseworthy feature of the singing both in chorus and solo parts was the distinct enunciation. The chorus was arranged as follows:

Soprano—Miss Caroline M. Polhamus, Mrs. Addison Flint, Miss Helen V. Newton, Miss Grace Shaw, Miss Edith Cooke, Miss M. Stephenson.

Tenors—Mr. Royal Fish, Mr. Charles Allen Boyd, Mr. James Sheffer, Mr. E. S. Kidder, Mr. A. H. Spear, Mr. Charles Woodward.

Alto—Miss E. Cecilia Winter, Miss Emma Purdus, Mrs. W. P. Sutphen, Miss Grace Cruden, Miss Estelle Newton, Miss Beale Amerman, Miss Alice Adams.

Basses—Mr. Millard Roubaud, Mr. Walter Scott, Mr. Raymond Williams, Mr. Norman Biggart, Mr. H. B. Sheldon.

## The Messiah.

Handel's oratorio "The Messiah," will be sung at the Watseessing M. E. Church to-morrow evening by a chorus of forty-five voices, assisted by Giffman's orchestra, and Miss G. W. Mulford of East Orange, soprano soloist, and Miss Nettie Dutchess of Paterson, contralto soloist and chorist. The soloists are: Arthur A. Shaw, chorist; Miss Nettie Dutchess, contralto soloist; Miss Nettie Dutchess, contralto soloist; Miss Nettie Dutchess, contralto soloist.

The chorus will consist of the following: Soprano—Miss Caroline M. Polhamus, Mrs. Addison Flint, Miss Helen V. Newton, Miss Grace Shaw, Miss Edith Cooke, Miss M. Stephenson.

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## ESSEX CROSS RAILWAY.

Conditions that the Valleyburgh Borough Council Want to Impose Upon the New Railway Enterprise Before Consenting to a Franchise.

The Essex Cross Railway Company's application for a franchise was before the Valleyburgh Borough Council Monday night. Francis M. Eppley, the President and chief promoter of the railway, was present and argued the case in behalf of the company. The bone of contention between the parties interested was the period of life of the franchise. The citizens present opposed the granting of a perpetual franchise. Mr. Eppley's reply to the opposition was rather startling. He said: "Valleyburgh has no right to limit a franchise, as no State law defines that a municipality has any power in the matter beyond granting or rejecting a franchise. A perpetual franchise, therefore, seems to be the only legal one."

This startling statement brought forth a storm of disapproval. President Reynolds asked if Mr. Eppley meant that the Council did not have the power to limit a franchise. Mr. Eppley replied that was what he meant.

The President of the Council and other members of it quieted the people with assurances that the Council never had entertained any idea of granting a perpetual franchise. Aside from the question of the term of life of the franchise, a resolution was adopted embodying conditions that the Council must impose upon the railway company as provisions of the franchise. In view of the fact that the same company will be applicants for a franchise here, it will be interesting to note what the people of Valleyburgh want the company to agree to do in exchange for a franchise:

Resolved, That our honorable Mayor and Council be requested to use their utmost endeavors to have the following conditions and demands embodied in such ordinances as they may see fit to enact:

First—Transfers to be given on all lines crossed by the Essex Cross Railway.

Second—Double tracks to be laid throughout Valleyburgh.

Third—An electric light of at least 32-candle power to be placed on every alternate pole.

Fourth—The cars to be heated to at least 60 degrees Fahrenheit during the winter months.

Fifth—The tracks to be sprinkled by the company at least once a day during the summer months.

Sixth—The cars to be run at not more than fifteen minutes headway.

Seventh—The road to be constructed and in running order one year from the date of the ordinance, or the ordinance to be null and void; and be it further

Resolved, That we advise the Council of the Borough of Valleyburgh to await the action of the other municipalities before passing any ordinance whatever.

Mr. Eppley met in a general way all the above stipulations and said the company would complete its work by laying tracks, etc., by March, 1902, if a franchise was now granted. The Council decided to continue the hearing January 2.

The probability is that the franchise applied for will be granted. Mr. Eppley can be relied upon to put the people of Valleyburgh in good humor, and strike a mutually satisfactory bargain with them. It is believed that the Essex Cross Railway Company will meet its greatest difficulty in East Orange. While it will more directly tend to benefit local business in towns more than any other railway that traverses here, there is a powerful influence in East Orange against street franchises.

It is understood that the company's proposed route through this town is across the Watseessing Lake property. If that is so the company will be likely to have little difficulty in obtaining a franchise. The threatened removal of the Watseessing station may also have an effect in making it easy for the company to get consents and popular approval in that section of the town.

The Glen Ridge High School closed for the holidays on Friday of last week. Special exercises were held in the assembly hall, which was decorated with holly and green. Several selections from a Christmas service, the words of which were written by Mrs. Frank Goodwin, and the music by Mrs. Warren A. Fuller of Glen Ridge, were given by the Glee Club, under the direction of Miss Frances Leslies.

The following six young women, each dressed in the costume of some country, told how Christmas was observed by the nation they represented: Miss Madeline Wright, Miss Gladys Burkhalter, Miss Beatrice Spear, Miss Althea Bremer, Miss Ruth Dayton, Miss Leslie Gordon. The programme closed with a Spanish dance with accompaniment by Miss Madeline Wright and Miss Gladys Burkhalter.

Evangelical Union Services. The Evangelical Union has arranged for the following services: Union services in the First Presbyterian Church, Sunday evening, January 5, Rev. E. W. Brown, pastor of the Glen Ridge Congregational Church, will preach.

Union prayer meeting, January 10, in the First Presbyterian Church.

## A PUBLIC NEED.

Lackawanna Officials Say It is Only About One-half Mile Between Glenwood Avenue and Watseessing Station. Pedestrians Compelled to Walk Twice that Distance.

In the argument that took place in the office of President Truesdale of the Lackawanna Railroad Company on Monday of this week between citizens of this town and the railroad company officials, over the location of the Watseessing station, one of the latter made the statement that the distance between Watseessing and Bloomfield was only a half mile, and backed up his statement with the assertion that the distance was measured off along the company's tracks. In so far as an air line or even the railway line is involved the assertion is true, but when it comes to the route that a pedestrian must pursue in going from one place to another the statement does not apply. Wide detours must be made from anywhere near a straight line by the person who wants to go from Watseessing Centre to Bloomfield Centre no matter which side of the Lackawanna track is followed. Bloomfield Avenue and Glenwood Avenue are the only two streets that penetrate Bloomfield Centre from the direction of Watseessing, and to get to either one of them from Watseessing Centre a wide detour must be made easterly or northerly, and as a consequence about two thousand people are out of touch with the main business centre of the town.

The detrimental obstacle to the unifying of the business, and in some features the political and other interests of the town, is the Watseessing Lake swamp. It is a reproach to the public enterprise of the town that the big swamp has not been traversed with one or more streets for some years past. Of course it is obvious that the cost of such a project has been the impediment, but it is a question whether the town has not lost many times over the cost of the streets by not heroically taking hold of the problem and solving it.

The main item of cost is the bridges. The necessary bridges, it is claimed by advocates of the scheme, would be built by the county at the latter's expense. The most expensive was item of cost was the bridges.

It has been erroneously supposed that the proposed streets should be brought to a level with the grade of the railroad tracks, and studying the problem with that impression for a basis foot up a cost that is frightful to contemplate. But such is not the case. The Bloomfield Avenue grade is a sufficient elevation on the east side of the track, and about two feet higher than Glenwood Avenue on the west side of the track. The problem is a feasible one and should receive immediate public attention. Much worse places have been remedied in other towns, and the delay of the people of Bloomfield in removing an eyesore from almost the centre of their own town is hindering development and causing much trade to go to Newark that otherwise would come to local business places.

Mr. Olivet Cemetery Desecration. The men of the Church of the Sacred Heart had a meeting at the Catholic Lyceum Sunday afternoon to take action in regard to the desecration of the graves in the Olivet Cemetery, breaking tombstones and monuments and desecrating graves. Father Nardiello presided, and speeches denouncing the outrages of the vandals were made by Charles Murray, Charles P. Woods and Peter Farley.

A committee of ten was appointed to draft appropriate resolutions asking the Town Council to co-operate with the church in endeavoring to run down the vandals and to add to the reward of \$100 offered by Father Nardiello, the committee, which is as follows, will meet again next Monday night: The Rev. Joseph M. Nardiello, Chairman; Charles Murray, Bernard F. Higgins, Michael N. Higgins, Patrick McCabe, John J. Raters, Charles F. Woods, Frank B. Dalley and Peter J. Quinn. Every effort will be made to apprehend the rascals, and a detective has been hired to assist Chief of Police Collins and his men in arresting the culprits.

In his pulpit discourse last Sunday the Rev. J. M. Nardiello alluded in strong terms to the desecration of the cemetery grounds.

Death of Mrs. Dodd. Mrs. Francis Dodd, aged sixty-seven years, wife of Robert Dodd, died at her home, No. 470 Broad Street, on Thursday, from a complication of diseases. Mrs. Dodd was well known and highly esteemed among a wide circle of friends in town. She was a member of the First Presbyterian Church. Her husband, three daughters and one son survive her. The children are Mrs. Vandell of Orange, Mrs. Warren Soper of Chicago, Miss Nellie Dodd and Joseph Dodd.

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## Prospect for Spring Election.

When the result of the election was announced in November and it appeared on the face of the returns that the Republican party had contrary to predictions benefited by the abolishment of spring elections in cities, it was immediately prophesied that the scope of the anti-spring election law would be extended to take in towns, and a number of local politicians at once made up their minds that there would be no spring election in this town next April. That assertion has been so freely taken for granted that there would be no spring election was taken as a foregone conclusion.

Many citizens anxious to express their sentiments at the polls on local issues and candidates for office felt disappointed with the prospect. The outlook for the spring election has suddenly changed. There is hope for an election, Governor-elect Murphy is in favor of it and what he says will go. The Governor-elect touched on this topic at the annual dinner of the New England Society in Orange, Saturday night.

Mr. Murphy said in the course of his speech: "New Jersey is patriotic, but not altogether what we would like to have it, because I take it, we have not done all we would like to. Take, for example, the consolidation of elections. I believe that local affairs should be divorced from national. (Applause.) No man in the State urged the spring election bill more than I did. One of these days you'll have two elections, for it is the right principle, I believe. And I hope, gentlemen, you who went to New York in the spring and did not vote, will vote in the spring when this change is made."

Mrs. D. G. Garabrant. While Christmas joys were abounding in many homes last Wednesday morning, the dark shadow of death fell upon the home of our highly esteemed fellow citizen, Mrs. D. G. Garabrant, whose beloved wife, Mrs. D. G. Garabrant, two weeks with pneumonia, succumbed to that dread disease.

Not only upon the family and relatives, but upon a large circle of friends, has this sorrow fallen with peculiar sadness, for by whomsoever known Mrs. Garabrant was known to be esteemed and loved. Her gentle and gracious manner and steady, cheerful, unobtrusive and kindly character, endeared her to the community has been missed.

Before that Christmas joy was over, Mrs. Garabrant was the second daughter of the late Mr. Joseph B. Fairbanks, and was born in Bloomfield, where she has ever since resided. In 1872 she married Mr. David G. Garabrant, and for nearly thirty years has been the light of the home, which was peculiarly her sphere of action and service. For over thirty-seven years she was a member of the First Baptist Church, and not only shared her husband's deep and practical interest in all that pertained to the Church's welfare and progress, but was herself actively identified with its work. As a Sunday-school teacher, a member of the choir, and the Women's Missionary, and other women's societies, she rendered efficient service. For several years she represented the Church on the Board of Managers of the Baptist Home for the Aged, Newark; and one of the last acts of her life was to visit the Home, where her presence always brought sunshine to the aged inmates. She was also deeply interested in the Mountsides Hospital, and served for several years on the Board of Governors, and was also a Director of the Bloomfield Orphan Asylum Auxiliary Association. It was natural for her to be identified with these various benevolent institutions, because her heart was filled with kindly and sympathetic interest for all who needed help.

Her life was beautiful in its simplicity and sincerity. Without any ostentation, but with a gentleness that made the recipients feel the gentleness of the love that was back of the deed, she cheered and comforted many who were needy by her gifts. Many of these feel to-day that they have lost a personal friend.

Death of James F. Jones. James F. Jones, aged seventy-five years, died at his home in Elm Street on Tuesday, after a long illness from asthmatic troubles. Mr. Jones was born in Sussex County, Delaware, and had been a resident of this town for thirty-seven years. He was well known in church circles here on account of his active participation in all branches of religious work. He was a member of the First Presbyterian Church and had filled a number of official positions in the church. He was a member of the Executive Committee of the Bloomfield Evangelical Union. Mr. Jones was Secretary of the Bloomfield Cemetery Company, and some years ago he was an official in an organization known as the Bloomfield Protective Association. Mr. Jones always took an active interest in local affairs, and attended all public meetings held for the discussion of public measures. He took a deep interest in public school work. A widow, two daughters and one son survive Mr. Jones. The funeral service took place yesterday afternoon at 2 o'clock from his home in Elm Street.

Death of Mrs. Dodd. Mrs. Francis Dodd, aged sixty-seven years, wife of Robert Dodd, died at her home, No. 470 Broad Street, on Thursday, from a complication of diseases. Mrs. Dodd was well known and highly esteemed among a wide circle of friends in town. She was a member of the First Presbyterian Church. Her husband, three daughters and one son survive her. The children are Mrs. Vandell of Orange, Mrs. Warren Soper of Chicago, Miss Nellie Dodd and Joseph Dodd.

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## PASSAIC VALLEY SEWER.

MAIN FEATURES OF THE REPORT OF THE STATE SEWAGE COMMISSION.

Trunk Sewer to New York Bay Recommended—Territory Included in the Sewerage District—Cost of the Project—Bloomfield Will Escape Her Part of the Cost by Annexation to Newark.

The State Sewerage Commission has submitted its report to the Governor and recommended a plan for the disposal of the sewerage of the Passaic River valley cities and towns. As this is a matter in which Bloomfield has a direct interest, the report is one of important local concern.

The main features of the plan proposed by the State Commission are as follows:

First—The place of disposing of the sewerage, New York Bay at a point near Robin's Reef is the place, and the sewerage is to be carried there by a trunk outlet sewer. At this point the water in the bay is seventy feet deep. This point is a considerable distance inside of the New Jersey State line, so there could be no objection on the part of the New York authorities, or if they did make objection, it would be unavailing.

Second—The territory to be benefited by the trunk sewer, the sewerage of which flows into the Passaic River, comprises portions of Passaic, Essex, Bergen, and Hudson Counties, covering an area of about 53,000 acres. It embraces the cities of Paterson, Passaic, Newark, Orange, and East Orange, and the towns of Montclair, Bloomfield, Harrison, and Kearney; the whole or parts of the townships of Acquackanonk, Franklin, Union, and Belleville, and part or all of the boroughs of Garfield, Wallington, Carlstadt, Rutherford, East Rutherford, North Arlington, East Newark, and Glen Ridge, and with a present population of about 520,000 people. Paterson, Newark, Arlington, East Newark, Harrison, and Kearney have systems of sewerage in operation, collecting the surface water as well as the sewerage, and Passaic, Bloomfield, East Orange, Montclair, Belleville, and Rutherford have no sewerage system at all.

Third—The treatment of the sewage before it is discharged into New York Bay is a crude state. The large volume of water and the strong current insure thorough distribution and inefficient disposal. The pumping station should be located near the Lenah Valley Railroad, as close to the west shore of Newark Bay as foundations and physical features will admit. Three pumps of 30,000,000 gallons capacity each should be provided, affording a safe surplus capacity for pumping 100,000,000 gallons per day, the anticipated daily sewage flow of the Passaic watershed and of its discharge into Newark Bay, as hereinafter outlined, is as follows:

Fourth—The length and size of the trunk sewer must be seven feet in diameter at Paterson and eleven feet at Newark Bay. This will require the erection of a pumping plant on the shore of the bay, and its constant operation to keep the sewage in motion. The length of the sewer between the above points will be, approximately, 82,900 feet, or 15.7 miles.

Fifth—The matter of cost of the sewers for the daily collection of 270,000,000 gallons of foul water from the Passaic watershed and of its discharge into Newark Bay, as hereinafter outlined, is as follows:

In conclusion the Commission says: "We believe that a joint disposal of the sewerage of the lower Passaic valley into New York Bay is more economical and more satisfactory than a divided system, in the future as well as at present."

From the taxpayers' point of view the cost of the Commissioners' plan presents itself as follows: It would involve a bond issue of about two and one-half per cent. of the taxable valuation of the territory comprising the sewer district. This means a four per cent. interest account, or about ten cents on \$100 valuation per year. Supposing the cost to be laid uniformly upon the taxable valuation of the whole district, a tax of less than seven cents per \$100 valuation, after ten years, with no payment until that time, would create a sinking fund which would extinguish the bonds at maturity.

A matter of importance to be considered now is what would be the difference in cost to Bloomfield taxpayers of this sewer project as an independent municipality, or as a part of the City of Newark. It is evident that Bloomfield's valuations would not be in the least decreased under Newark rule, and as this cost is figured on valuations alone, it is evident that the territory of Bloomfield would bear the same proportionate cost regardless of the question of governmental authority. A sewer project has been one of the strongest arguments urged in favor of joining Newark by the advocates of annexation. There does not appear anything in the sewer Commission report that would tend to change this view.

Free Deliveries.